

HEADQUARTERS MISSISSIPPI WING
CIVIL AIR PATROL
1635 AIRPORT DRIVE
JACKSON, MS. 39209

5 January 2004

COMMUNICATIONS

COMMUNICATIONS EMERGENCY PLAN

REF; CAPR 100-1, Volume 1

SCOPE: This plan encompasses all radio communications and communications assets for all units.

REQUIREMENTS: Each squadron in Mississippi will prepare and publish an emergency plan. This plan will support the wing plan, and will include all communications assets. Two copies of the unit plan and/or any changes will be forwarded to wing headquarters/DC.

When this wing emergency plan is activated, all unit plans become operational as well. All communications assets will be checked out and prepared for immediate use and possible deployment as directed by the incident commander.

NETWORK ORGANIZATION: The CAP radio network in Mississippi will be maintained as follows;

- a. Wing high frequency net (HF SSB)
 - 1. Wing net control station
 - 2. Wing headquarters station
 - 3. Wing alternate net control stations
 - 4. Wing and Squadron mobile HF stations
- b. Squadron and local area nets VHF-FM)
 - 1. Squadron net control stations (with HF radio tie-ins)
 - 2. Other squadron stations (including cadet stations)
 - 3. Wing and Squadron mobile VHF stations

GENERAL INFORMATION: When the wing is put on alert or pre-alert for any type of mission, the Emergency wing net will be activated to provide organized traffic routing. For SAR missions, wing Operations will designate an Incident Commander who will designate a Mission Net Control Station.

For Disaster Response (DR) missions and local disasters, wing operations may ask a particular unit to name a CAP incident Commander and a mission net control station. Until the mission net control station is operational, the wing traffic handling is the responsibility of the wing net control station at Jackson.

MISSION: Area alternate net control stations will be alerted by the fastest means possible and the emergency net activated. The wing net control station is responsible for delivery of traffic to the units. This is to be accomplished with limited participation on the primary HF frequency. Maximum use of the VHF FM frequencies is a requirement.

EXECUTION:

NOTE: Due to COMSEC, frequencies will NOT be listed, nor will they be given to anyone outside of CAP, without permission of the wing commander or the incident commander.

a. Wing Net Operation

1. Net activation – On notice
2. Directed net operation
3. Primary HF frequency
4. Alternate HF frequency
5. Inter-region emergency 4 Mhz. HF frequency
6. Gulf Coast Hurricane HF Net – SWR Alternate frequency
7. Wing net control station – MB-16, MB-4
8. Wing alternate net control stations – MB-7, MB-11
Alternate net control stations will monitor and be prepared to handle traffic on the South West Region frequency, the 4 , 7, and 14 Mhz CAP National command net Frequencies.
9. Selected stations will be tasked to operate on the Gulf Coast Hurricane & Disaster net. The SHARES stations will be prepared to operate on the shares frequencies and coordinate their operation with the mission net control station.

- b. Mission Operating Procedures: When the mission net control station becomes operational, it will take over traffic responsibility. The area net control station will continue to handle traffic for their area until a sub-mission net control station is assigned. The wing and area net control net control stations will operate as back up for the mission net control stations.
- c. Gulf Coast Hurricane net: When missions involve Civil Defense, the Wing net control station in Jackson will be activated and manned by headquarters and the Jackson squadron personnel. This station will be linked to Mississippi MEMA by VHF radio and phone. This station then becomes the wing net control station.

FREQUENCY UTILIZATION: When an emergency net is activated, only those stations activated and net Control and alternate net control stations will transmit in on the HF frequencies. All stations will monitor, and answer when called.

Maximum use must be made of the VHF frequencies for net control, alternate net control, and unit Stations, vehicles, and aircraft. The wing net control station will coordinate High Frequency use with the adjacent wings and regions, which may also be on the same mission.

READINESS REPORTS: Each squadron will report it's readiness status to wing headquarters when contact is established through one of the net control or alternate net control stations. No further reports will be made until requested.

COMMAND: This plan supercedes any other Wing Communications Emergency Operations Plan and is effective 10 January 2004.

FOR THE COMMANDER

ROBERT E. KILROY
LTC CAP
DIRECTOR OF COMMUNICATIONS